

## MADE QUICK HERRING TRIPS.

SCH. MYSTERY HOME FOR SECOND TIME IN ONE MONTH AND 22 DAYS.

Arrivals here still continue to come singly and evidently a pair or more is hard for this old harbor to hold just about this time, although it is known that there is a good sized fleet pretty nearly due.

The vessels from the eastward which should be showing up soon evidently got the full benefit of the recent blizzard, which raged here Thursday night and Friday on the Cape Shore, and as the wind was dead ahead and none are anxious to lose deckloads of herring, which often represent the profit on the trip, the skippers have probably been easing their crafts along.

Yesterday afternoon sch. Mystery, Capt. Michael Wise, arrived from Bonne Bay, N. F., with a full load of salt herring, and this morning brought no farther arrivals except a few crafts down from Boston to lay in over Christmas. The Mystery is in on the quick trip list in strong shape, for she left here December 1, went to Bonne Bay and loaded and is home again, all in the quick time of 19 days.

Capt. Wise has kept the Mystery moving since fall, for he sailed from here October 28, went to Bay of Islands and loaded the craft with salt herring and was home here November 23; then discharged her cargo and sailed again as above stated December 1 and got home again yesterday, thus making two salt herring trips in the remarkably short space of time of one month and 22 days.

This noon the British sch. Ulva arrived here from White Bay, on the east coast of Newfoundland, with a cargo of between 800 and 900 barrels of barrelled salt herring for the Gorton-Pew Fisheries Company, by which concern the craft is chartered. This is the first arrival here this season of a British vessel with herring and also the first craft to come here from White Bay and will probably be the only one this season from that locality.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Mystery, Bonne Bay, N. F., 1300 bbls. salt herring, 100 bbls. pickled herring.

Sch. Good Luck, shore.

Sch. Evelyn L. Thompson, via Boston.

Sch. Mary F. Curtis, via Boston.

Br. sch. Ulva, White Bay, N. F., 850 bbls. barrelled salt herring.

### Vessels Sailed.

Sch. Oregon, Newfoundland frozen herring trip.

Sch. Sylvania, Newfoundland frozen herring trip.

Sch. Clara G. Silva, haddocking.

Sch. Rita A. Viator, haddocking.

Sch. Annie and Jennie, haddocking.

### Today's Fish Market.

Bay of Islands salt herring, \$4.50 per bbl.; Bonne Bay salt herring \$3.75 per bbl.; pickled herring \$5 per bbl. Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on. Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.

Georges handline salt cod, \$5.25 for large and \$4.75 for medium.

Fresh round pollock, \$1.20 per cwt., gutted \$1.30.

### Holland Herring Fishery.

A great part of the Holland herring fleet have arrived home, and the average cargoes were very light indeed. The bear speculators have to take care of getting covered, which has caused a further advance of prices. The shipowners avail of this position, and they do not want to sell their herring at any lower prices. In order to secure a fair stock for winter requirements we, too, are compelled to pay the high prices. It is not impossible the price may fall slightly. Statistics show the following figures:

Years.	Barrels.	Auction Price.
1910 .....	721,655	fl. 19.25
1909 .....	715,984	fl. 15.50

A florin is practically 40 cents in United States money.

### Better Herring Legislation.

The initiative in the matter of securing better legislation for the herring fisheries was taken recently by the Rockland Board of Trade, which gave the seiners, weirmen and cannery a chance to be heard, and then passed resolutions urging all of the other boards of the state to stimulate action on the part of the legislature. The attendance was not large, but that there is a vital interest in the matter is shown by the fact that weirmen and seiners were present from Jonesport, Castine, North Haven, Camden, and several other places.

### WANT UNIFORM LOBSTER LAWS.

Maine Dealers Want Same Law as Nova Scotia and Massachusetts.

Portland lobster dealers, and Maine dealers in general have come to the conclusion that it is about time some thing was done to make the lobster laws in Massachusetts and Maine uniform, according to the Portland Press.

For several years there has been a sentiment that some action should be taken. This has been growing stronger and stronger so that now the dealers are almost ready to take a step in the matter.

The whole situation may be stated in a few words. No lobster may be legally sold in Maine that is under ten and a half inches; in Massachusetts the minimum length is nine inches. The minimum legal length for Nova Scotia lobsters is also nine inches. With shorter lobsters being sold in the Bay state than in Maine, there is of course, a greater chance for the Maine fishermen to make more money by going to the other state than by confining themselves to the "count" lobsters of this state.

More than that it is declared by the dealers, the keepers of restaurants and hotels in Boston and other cities would rather have the smaller lobsters. They can buy them cheaper and get as much money for them when they are served on the table. The dealers, too, by mixing the small ones with the larger may make a better profit than if they were just dealing with the large variety.

Fully 80 per cent. of the lobsters caught in New England are taken on the coast of Maine. The dealers say it is not right that Massachusetts smacks should come down here and purchase crustaceans that are under the Maine legal length and yet are legal in Massachusetts. Added to this practice is that of going to Nova Scotia for lobsters and as these latter do not have to be over nine inches in length Maine is unable to deal in these either, for all they are taken in another section.

"There is but one remedy," said one of the Portland dealers, "and that is to enact a federal law that will provide a uniform length for all the state where lobsters are sold. In this way Maine would get her just due and so would Massachusetts."

Asked if Maine dealers would be willing to have shorter lobsters, the dealer replied that he doubted if they would. Maine men do not want to come down to the Massachusetts size nor do they want to compromise. They realize that they have the size as shown as it should be for the proper propagation of the lobster and they will not lessen it.

## BOSTON FISH RECEIPTS LIGHT.

TEN OF THE MARKET FLEET HAVE FARES RANGING FROM 2500 TO 20,000 POUNDS.

Nothing much doing at T wharf today in the way of fishing arrivals. Ten of the market fleet are in with fares from 2500 to 20,000 pounds each, sch. Mary Edith, from the Rockland bay grounds, having the latter fine catch. Schs. Athena, Mattakesett and Esther Gray also have nice trips. Haddock are high, \$4.50 to \$4.55, while cod are off considerably, live stock bringing but \$3 to \$3.50. Hake are \$3 to \$5 and pollock \$2.50 to \$2.85.

### Boston Arrivals.

The fares and prices in detail are:

Sch. Athena, 9200 haddock, 4500 cod, 2000 hake, 2000 cusk.

Sch. Motor, 5000 haddock, 1000 cod, 500 hake.

Sch. Winnifred, 8700 pollock.

Sch. Mary B. Greer, 7000 haddock, 3000 cod, 500 hake.

Sch. Annie and Jennie, 1500 haddock, 300 cod, 800 hake.

Sch. Ida S. Brooks, 7000 haddock, 1000 cod, 400 hake.

Sch. Esther Gray, 7000 haddock, 7800 cod.

Sch. Mattakesett, 8500 haddock, 5000 cod, 400 hake, 2000 cusk, 400 pollock.

Sch. Mary Edith, 8000 haddock, 8000 cod, 2000 hake, 2000 cusk.

Sch. Flavilla, 5000 haddock, 3000 cod, 1000 hake, 1000 cusk.

Haddock, \$4.50 to \$4.55 per cwt; large cod, \$3 to \$3.50; market cod, \$2.25; pollock, \$2.50 to \$2.85; hake, \$3 to \$5; cusk, \$2.

### Late Herring and Dogfish.

Fish dealers at T wharf, Boston, got two surprises yesterday morning. The first come from Ipswich, where herring were being taken. This is a most unusual thing as the herring which have not disappeared with the cold, go away with the first snowfall. The second surprise was brought in by Capt. John Shea of the schooner Stranger, who had several dogfish on board. None of the old fishermen could remember having heard of their being about so late. The fish were taken last Sunday by Gus Bjorman, a Swede, of the crew of the Stranger, who brought in 25 of the dogfish to the schooner and Capt. Shea knowing that the story would be doubted ashore, brought several to port as proof of their being about Thachers.

### Herring Prices Vary at Bay of Islands.

The Bay of Islands Western Star says that the various prices are being paid for herring at present. The ruling price on board American vessels is \$1.25 per barrel of 32 gallons. Other purchasers offer \$1.45 to \$1.90 per barrel, while one person has paid as high as \$2 per flour barrel full. Fishermen never have had a better opportunity to secure a fair price for their herring. The number of people engaged in the fishery is much smaller than in recent years, while the fleet of vessels is exceptionally large. There is a great demand for the fish in foreign markets. Under these circumstances and when they have to pay \$56.00 for a fleet of nets, they can blame no one but themselves if they lack the courage to demand a fair price for their herring.—Western Star.

### Fisherman Fined for Smuggling.

The St. John's, N. F., Chronicle of December 15, says:

"H. W. LeMessurier, assistant collector of customs, received word today stating that a man named William Hughes, who is cook on board the Gloucester fishing schooner Alert, was before Magistrate March yesterday, accused of smuggling rum and selling it amongst fishermen. He was fined \$50. Two other cases are pending against other vessels for smuggling tobacco."

### Good Haddocking Stock.

Sch. Vanessa, Capt. William Firth, stocked \$1300 as the result of her recent haddocking trip, the crew sharing \$27.

Sch. Mary F. Curtis, Capt. Henry F. Curtis, stocked \$1500 as the result of her recent haddocking trip.

### Bound Home from Bay of Islands.

Sch. Oriole is on the way home from Bay of Islands, N. F., with a full cargo of pan frozen herring.



# NO ARRIVALS AT THIS PORT.

## NORTHWEST BREEZE HINDERS HOMEWARD PASSAGE OF HERRING FLEET.

The wind hereabouts, and pretty well to the eastward too, as far as can be learned, has got the northwest habit and got it badly. Since it kicked up the blizzard last Thursday night, it has blown from that direction pretty nearly all the time since, and last night it bristled up again and with the aid of the snow gave a pretty correct, if not so forceful, imitation of its last Thursday night and Friday performance.

Heavily laden crafts coming from the eastward do not like these north-westers, for it is "dead ahead" for them, and makes their passage and progress slow, especially if they have a deckload which they are anxious to save.

Last night's blow and snow evidently kept back some of the looked for craft as up to this morning there have been no arrivals since last report, except a few of the market boats down from Boston.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Mary E. Cooney, via Boston.
- Sch. Matthew S. Greer, via Boston.
- Sch. Walter P. Goulart, via Boston.
- Sch. Harriet, shore.
- Sch. Thomas S. Gorton, via Boston.
- Sch. Edith Silveira, shore.
- Sch. Mary DeCosta, shore.
- Sch. Maud F. Silva, shore.
- Sch. Frances P. Mesquita, shore.
- Sch. Valentinna, shore.
- Sch. Belbina P. Domingoes, shore.
- Sch. Emily Sears, shore.
- Sch. Flora J. Sears, shore.

### Today's Fish Market.

Bay of Islands salt herring, \$4.50 per bbl., Bonne Bay salt herring \$3.75 per bbl., pickled herring \$5 per bbl.  
Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.  
Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.  
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Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.  
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.  
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Georges handline salt cod, \$5.25 for large and \$4.75 for medium.  
Fresh round pollock, \$1.20 per cwt.; gutted \$1.30.

# NO HEAVY STORM AT NEWFOUNDLAND

## WEATHER ON TREATY COAST HAS ALLOWED SMALL NET BOATS TO FISH.

Notwithstanding the report of a terrible gale and blizzard at Newfoundland during the past few days, telegrams to vessel owners here indicate that such is not the case and that the weather all this week, on the treaty coast at least, has been so that the little herring boats could fish and haul their nets every day.

Also there has been no gale in the Gulf of St. Lawrence, for since Sunday many of the herring vessels have gone across from North Sydney and up the gulf to Bonne Bay and Bay of Islands, without incident.

What the dispatch regarding the terrible storm referred to was probably a storm which came last week at about the same time, as the Friday blizzard here, and from which apparently there were no disasters to herring craft, for had there been any word would have been received here long ere this.

## COASTWISE SHIPPING.

### Increasing Largely Under Protection From Foreign Competition.

As the tonnage under the Stars and Stripes in the oversea trade grows steadily less with each succeeding year, this phase of our shipping acts as the shadows in a painting to throw into brighter relief the constant increase and efficiency of our domestic shipping, which from 2,543,255 tons in 1885 has grown to 6,451,042 tons in 1909, and comprises today a fleet of vessels that have no equal under any other flag, says the New York Marine Journal.

This satisfactory condition being due to the fact that this industry, both on the seacoast and on the Great Lakes, is absolutely protected against foreign competition. In other words, no vessel under a foreign flag can trade from port to port of the United States.

While the value of merchandise moving between ports on the coast and on the Great Lakes of this country is probably greater than that of all the merchandise exported and imported to and from foreign countries, there are no statistics as yet available of this immense commerce, although the Department of Commerce and Labor is working to furnish them in the near future.

This exceeds, however, by Secretary Nagel's own estimate the value of our foreign commerce, which for the fiscal year ended June 30, 1910, was upwards of \$3,000,000,000, and for which foreigners collect the freight almost exclusively, to say nothing of the large amount of passage money paid out annually by Americans, the cost of transporting our domestic commerce, however, goes into the pockets of Americans.

The fine fleet of coastwise ships that have been built up by the fostering of this industry have also under this protective policy all been constructed in home yards, and comprise now about the only means we have of training men to the sea to be called upon in time of need if war should occur. These also, together with the building up of our navy, have created and only just about kept in existence our several large and well-equipped shipyards on this and the Pacific coast.

### Disputes Canadian Fisheries Claim.

A writer in the London "Fish Trades Gazette" gets after Prof. Prince in the following manner:

"At a meeting of the Canadian Club of Regina recently, Prof. E. E. Prince, the Dominion Commissioner of Fisheries, beat the big drum pretty well on the subject of fisheries of Canada. It may be true, as he said, that Canada has within its boundaries half the fresh water of the whole globe; but when he claims that the fish industries of the Dominion are the largest in the world, one is tempted to think he is using a very powerful telescope. The boats and vessels are worth \$3,820,000, and the gear about another \$3,000,000. But this is very much less than the value of the boats, vessels and gear on the east coast of the British island alone. The number of men employed is about 80,000, which is also less than the number employed at home.

### German Fisheries and Fish Trade.

The Dutch vice-consul at Swinemunde has communicated to his government an interesting report on the fisheries and fish trade in Germany last year, says the English Fish Trades Gazette. He says that the import of salmon and sturgeon in ice from the Amur territory and Saghalien is becoming important, as is also the importation of iced and salted salmon from America. On the Berlin market the sale of the finer kinds of table fish is diminishing, their place being taken by the cheaper varieties. There was an increase in the number of factories for the preservation and conservation of fish, and new industries have been opened up in this direction.

### Portland Fish Notes.

The local fleet of fishermen have been having splendid luck the past fortnight in the vicinity of Rockland Bay, but do not expect that the existing conditions will last much longer. The schools of fish coming up from the eastward at this season of the year only linger on those grounds for a few weeks, then remain off Matinicus for a short time, after which they scatter to the westward.

Heavy swells that made fishing almost impossible, were reported by the men in the small boats when they came into the harbor Tuesday. They said that it was too rough to fish outside and as a result the fares they brought in were unusually small even for this style of craft.

## APPROVED BY PRESIDENT TAFT.

### United States and Canada Adopt International Fisheries Regulations.

The international fisheries regulation as drafted last year by Prof. Prince and Dr. David Starr Jordan, the international commissioners have been finally approved by President Taft and the American state department. The new regulations which will govern fisheries in boundary waters, were approved a year ago by the Canadian government. They will now be brought in the force by joint promulgation at Washington and Ottawa in the near future.

As announced some days ago it has been agreed to make a few changes in the regulations after they become operative with a view to meeting the objections of the fishermen in Lake Erie. These amendments will, however, be of minor importance, and will not be inconsistent with the underlying principle of conservation on which the regulations are based.

The announcement of the concurrence in the regulations was made after a final conference of Prof. Prince and Dr. Jordan with President Taft and the officials of the state department on Saturday. The two commissioners after signing the regulations in the afternoon attended the great peace banquet at Washington in the evening.

## TO PROTECT RHODE ISLAND CLAM

### Gradually Becoming Extinct, and Legislature Will Be Asked to Act.

In order to prevent the entire extinction of the clam in Rhode Island, the shellfish commission will ask the legislature when it meets next month to pass laws which will protect the bivalve. The clam has never been the subject of legislation in Rhode Island, and recent reports show that this shellfish is gradually becoming extinct because of the indiscriminate clam digging at all seasons and at all hours. It is believed that the legislature will support the commission.

## Spring Herring and Shad Industry.

In writing of Harve de Grace, Md., the Baltimore Sun says:

"The greatest industry is the spring herring and shad industry which extends as well for 10 miles along the water around the city. There are cut and salted, at Havre de Grace, from 35,000 to 50,000 barrels of herring annually. This distribution of fresh herring and shad is also very heavy, and it is claimed that the flavor of Susquehanna shad is as distinctive as that of the canvasback duck and redhead ducks from this city. The fishery interests within 10 miles of Havre de Grace is computed at a quarter of a million dollars a year. The wild duck interest alone employs 500 men in season, and the game is sent to far distant points, including Boston, New York, Chicago, Atlantic City and other places."

### Newfoundland Sealers.

A St. John's, N. F., exchange says that at present quite a number of men are engaged getting the sealing fleet in order, and work on them will be continued until they are ready to sail. During the past few months most of the wooden fleet have undergone repair in the dry dock, some to such an extent as to cost several thousands of dollars. There will be only a couple of changes in the captains who commanded last year, and the fleets will be the same as presented in the "Gulf" and on the "Fron" in 1910.

### Changes in Steam Trawler's Skippers.

Capt. Ralph S. Thomas has been given command of the steam trawler Spray, and sailed yesterday on his first trip in her. He is a brother of Capt. William Thomas of the knockabout Helen B. Thomas. Capt. Herbert Green, who was transferred from the Spray to the Foam, took the latter out yesterday. Capt. Michael Green, who has had the Foam since she went into commission, is attending to the fitting out of the last otter trawler, the Ripple.

### Fourteen Pound Lobster.

Harry Smith of the sch. Elva L. Spurling brought in at T wharf yesterday, a 14-pound lobster, which he caught off the Isle au Haut last Sunday. It measured three feet in length and the big claw with the joints extended nearly 18 inches from the body.